wind hauling to the westward and took in her spinnaker. The Valkyrie carried hers with the last of the northerly breeze and pulled up on Then the Valkyrie's spinnaker came on. She had struck the streak of wind she sought and in it, sailing with a broad reach, she went by the Vigilant as if the boat had been at an-

The Vigilant's great balloon jib topsail pulled her head off, and then she lay helpless. For about ten minutes she could scarcely get steerage way on. Then she got a little wind and followed the Valkyrie for the outer mark.

Both boats now had up their jib, forestaysail and intermediate jib topsails. The outer mark was rounded by the Valkyrie at 3:37:30, and by the Vigilant at 4:02:15. Both boats stood too high for the mark, and had to make two tacks to get around it. After rounding it the Valkyrie set her spinnaker, but the Vigilant did not, carrying instead her big balloon jib topsail. The Valkyrie had gained much on the Vigilant on the reach for the outer mark, but now the American boat began to pick up again. the same time the wind, which never had been

American boat began to pick up again. Act the same time the wind, which never had been robust, began to fail utterly, and it was evident that there was to be no race.

Slowly in the waning afternoon the two boats made their way up the Jersey Coast and at 5 o'clock were about half way from the outer mark to the finish. Then the race was declared off by signal from the May, and tugs were brought into requisition by the racers. That ended the first attempt to sail the great race for the America's Cup. A second attempt will be made to-morrow. The course will be as it was yesterday, fifteen miles to windward or leeward and return. The start will be at Sandy Hook Lightship.

The complete list of the members of the syndicate which owns the Vigilant was made public yesterday. It is as follows: E. D. Morgan, C. Oliver Iselin, Perry Belmont, August Belmont, O. H. P. Belmont, Charles B. Flint, Chester W. Chapin, George C. Clark, Henry Morris (representing the late H. R. Astor Carey), E. M. Fulton, jr., Cornelius Vanderbilt, Dr. W. Barton Hopkins and A. Iselin.

Secretary Herbert, of the Navy, saw the yacht race from the flagship May, and his flag was flown on her.

ON THE FOLLOWING FLEET.

SCORES OF BOATS BEAR THOUSANDS OF SIGHTSEERS.

THERE WAS LOTS OF FUN TO BE HAD, EVEN IF THE WIND FAILED-LIVELY SCENES IN

THE BAY AND ABOUT THE COURSE. Out of the thousand nooks and corners along the water fronts of three cities a flotilia of tugs, side wheelers, lighters, steam yachts and coasting steamers came puffing and churning in the misty haze of yesterday's doubtful morning, and rushed down New-York Harbor to the great yacht race. Everything that had steam power enough to keep her in view of the racers, and stability enough to keep her from rolling over twice a minute, was pressed into service. It was a nautical Derby day. was a race of steam-power down to the lightship, and there was to be a race of sail-power from there on-if old Boreas tended to his official dutie and supplied the necessary breeze.

Down through the Narrows and over the Bar the stream of white, black, red, green, yellow and rainbow-hued craft poured in long procession. The three-storied Grand Republic started first, with every deck loaded. The schooner-rigged side-wheeler St. Johns paddled along with the proud wheeler St. Johns paddled along with the proud consciousness that she bore more condensed yacht-ing knowledge, in the shape of the members of the New-York Yacht Club and their friends, than any other craft in the fleet. The tug E. S. Atwood was loaded with the jolly yachtsmen of the Larchmont

GAY EXCURSION STEAMERS.

The Pavonia Yacht Club manned the Cygnus. The Gay Head bore the Atlantic Yacht Club. The big yellow side-wheelers Egerton and General Slocum had each their full complement of sightseers. The long, high-backed greyhound of the Sound, the Richard Peck, chartered by the Union League Club, steamed along with her fellow representatives of the Connecticut navy, the old City of Lawrence,

of the Norwich Line, and the Block Island.
One of the last boats to leave her dock and the first to arrive at the lightship was the fast steamer Republic, of the Cape May and Delaware Bay Navigation Company. She sailed triumphantly by every-thing that came within hall, sidewheelers, yachts

r ocean steamers.

In the yacht fleet white was the dominating color. A graceful navy of speed and luxury it was—a white squadron of pleasure. Queen of the fleet was the giant square-rigger Vallant, the latest adsidewheeler Clermont sailed along with Goelet's White Ladye. G. Warner Loper's Avene followed the schooner Yampa, owned by Cheste W. Chapin, one of the syndicate which built the cup defender Vigilant. Ahead of these were the little launch Aurelia, the Vesta, flying the pennant of the Atlantic Yacht Club, and William R. Sand's Nirvana. The black centreboard yacht Queen Mab, with her owner, Percy R. Chubb, on board, dipped gracefully in the slow ground swell, conscious of her importance as the winner of many prizes. E. C. Benedict's roomy yacht Oneida, on which President Cleveland has passed so many hours, was con spicuous in the fleet. E. H. Bennett's Trophy, the Nydia, the Ibis and scores of other shapely pleas-ure craft were all speeding toward the same point,

THE SCENE AT THE LIGHTSHIP.

The old lightship, with her stubby masts and terra-cotta colored hull, the witness of the beginning and ending of scores of yacht races, was surrounded by a little colony of tugs and yachts when the excursion boats arrived. The big yacht she slipped in and out and around the heavy exlightship, with her three signals fluttering in the breeze and the red starting ball suspended from the red starting ball suspended from of the time, but when it did strike a wave it split.

The fleet of sight-seeing vessels it as a rocket cleaves the air. One moment the espectful semicircle about the little roar of her furnaces under the guards of a tall her rigging. formed a respectful semicircle about the little space of clear water reserved by the exertions sidewheeler would bring the passengers running of fussy little tugs carrying the white police to the rail, and the next she had disappeared in of fussy little tugs carrying the white police flag. The dumpy little Aurora, with her load of police officials, cruised leisurely about with becoming dignity.

Two or three square-rigged merchantmen stood lazily out to sea, their square, dirty sails and heavy lines contrasting with the delicate tracery of the spars and shapely hulls of the fleet of luxury. The moved slowly in toward the bar, while within the charmed circle rose the towering canvases of the rival racers, on whom were fixed the eyes of the thousands of pleasure-seekers, grimy merchantmen and European travellers.

Till now the shores had been hidden in haze. On either hand, behind, before, The ocean stretches like a floor; A level floor of amethyst Crowned by a golden dome of mist.

But just before the gun on the flagship boomed its signal of preparation the haze lifted. The Long Island shore seemed to rise as by enchant-ment out of the sleeping sea, while a blue vault of clear sky arched over a low rampart of clouds that stretched around the northern horizon. To the south the haze still lingered, but the sunlight sifted downward through its thinning curtain and gilded the crinkling waters with its glory.

MAKING READY FOR THE RACE.

It was a sight familiar to every spectator of former international yacht races, but one that will bear a thousand repetitions. And the jewels of the yachting world, the clean-ilmbed racers of the which formed the centre of it all, were worthy of the setting. One white sail after anunder the deft hands of a glib-tongued salesman, or broke, like a cloud, bellying away from the spar, as the halyards rattled throug: the blocks. The Valkyrie's canvas especially was white with an exceeding great whiteness, so that no fuller on earth could white it, while the Vigilant's wings

not be completed within the time limit of six hours, and many of the boats not on full steam and headed for home before the racers hauled down their sails and finally submitted to the ignominy of a towline. When this last act of the day's drama was noted every funnel began to pour out black smoke, paddles beat the waves furlously and the "free-for-all" race home began. The monuth led off and her twin-screw rival, the Richard Peck, put after her, eager to settle the Repunce behind. But no other craft, big or little, was allowed to show her heels to the Fanadelphia visitor.

As varying engine powers and different models began to tell, the procession lengthened out into a line of twinking lights, white and red and green, that reached from Sandy Hook to the Battery in the dusk of the early evening. The fastest boats reached their piers by 7 o'clock. The laggards were an hour later.

The water was too smooth, the uses too slow and were only a trifle off color. As the yachts went over the line before the ind, with spinnakers set, two lofty triangles of bulging canvas, the great flotilla of observa-tion got under way to follow. Scores of paddles and screws churned the waters of the astonished ocean to the milkiest foam. The fleet bore down on the racers in a great horseshoe, like a floating amphitheatre, a solid wall of careening huils,

waving streamers and smoking stacks. time of starting the fleet had been reinforced by the arrival of the coasting steamer with an industrious band of music aboard Olivette, with an industrious band of music aboard, the big black propellers New-Orleans and Roanoke, of the Old Dominion Line, Lloyd Phoenix's new schooner yacht Intrepid, fitted with auxiliary steam power, G. Bourne's pretty yacht Reverle, the fishing steamer Al Foster, the fleet Sandy Hook boat Monmouth, the dapper little mahogany launch Nada, and tugs innumerable. August Bellower of Syrup of Figure 2018 and the substitutes some well informed.

The America's Cup

Gerry testimonial, Goelet, Morgan, Weld and other notable Yacht prizes of '93 are on exhibition in the windows of

Tiffany & Co.,

tend the Tammany convention at Albany, where wind is in demand, and had neglected his duties toward the yachting interests. The white wings of the racers drooped till they skimmed the water. The steamers shifted uneasily along, aiternately starting and stopping their wheels to keep from running too far ahead. An occasional carrier pigeon whirred overhead on its way back to the city with its message of the race's progress. The sun shone hot, and the lazy roll of the steamers going along with one leg in the air as their human cargoes congregated on the side nearest the yachts was conductive to reflection, and caused a regretful meiancholy to brood alike over the youthful landsman and the ancient mariner—but for different reasons.

SPECTATORS FILLED WITH DISMAY.

When the wind hauled to the southwest in the

early afternoon, and the knifelike prow of the

Valkyrie began to cut into the water at a rate

ther in the rear, a new sorrow invaded the bosoms of the patriotic observers—a sorrow that deep-

ened into dismay. What was the matter with the home yacht? Had she come to anchor? She

certainly didn't seem to move.
"Those steamers have pocketed her on the back-

stretch, or else she's gone dead lame," suggested

"She must have gotten into the eelgrass," was the theory of a youthful disciple of "Bob" Cook.

had to go back and pick him up," said an anxious

And then the wealth of yachting knowledge

which pervaded the crowds of spectators brok

to fill a yachting library were aired upon every deck. About this time the crack Herreshoff racer

the Norwood, appeared on the scene and diverted

attention for a season. She flashed down from the north with the suddenness of light. Like a

little yellow needle with a thread of foam behind

drove her bow completely out of the water most

the distance, where nothing but an occasional

But pride goeth before a fall and a racing spirit

efore a breakdown. As the flying boat rounde

the stern of the Republic for the third time it

her mad career there was a portentous thump, sudden cloud of steam from safety valve and blow

off cock, and the little launch floated helplessi

Down where the turning flag bobbed in the lazy

swell there was an industrious little fleet of fish

ing boats whose occupants were improving the shin-

THE RETURN TO THE CITY.

was a foregone conclusion that the real race could not be completed within the time limit of six hours

an hour later.

The water was too smooth, the pace too slow, and the spectacle of the Yankee boat far in the rear too depressing to make the day one of perfect enjoyment. There are always a lot of people, how-

After this it was practically a race back to the

ing hour by pulling in large and lively fish.

burst of spray betrayed her existence.

away like a broken-winged seaguil.

out. Explanations, theories and criticisms enough

"They say she dropped a man overboard and

a horsy-looking man on the Republic.

THE START FROM THE LIGHTSHIP, VIGILANT IN THE LEAD.

better wind.

The run over the course was accompanied by the St. Johns and the crowd of excursion boats with

out incident. Among those on the St. Johns wer Mrs. James W. Waterbury, Mrs. J. Borden Harri

Mrs. James W. Walerbury, Mr. and Mrs. Daniel T. Worden, Mr. and Mrs. Paul Gibert The-

band, Mr. and Mrs. E. S. Sandford, Mrs. Hastings, of San Francisco; Mr. and Mrs. S. D. Freshman,

Mrs. Jose de Navarro, A. Butler Duncan, Mrs. J.

Sallie Brown, Mr. and Mrs. J. G. Wilson, Charles

Eugene Kelly, Miss Magee, James N. Winslow, J.

orden Harriman, Cambridge Livingston, Profe

ever, who will go to sea on occasions of this kind and will get sick as soon as the boat leaves the wharf. These were out in force yesterday. The Republic's contingent included a nice young man who centured into Old Neptune's realm with a nice new slik hat and a nice young woman. When the melancholy of the sea swept over him his silk hat tilted to an angle of acutest woe, and as he leared on the shoulder of his companion and extracted what consolation was possible from a lenon, a Tribune artist happened by and immortalized him Others grew tired and sought the seclusion of the cabin and its cushions. They were not sick, but the sun hurt their eyes.

One weary sojourner lay down to sleep upon the deck, and the unfeeling spectators decorated him with advertising cards and other interesting souvenirs till a good Samaritan printes! a card. "Too Close. Keep off." and pinned it on him as he lay. After this he was left in peace. By far the greater number, however, stuck to the upper decks, ate and drank and smoked and waxed merry at the terrors of the deep and the woes of their less sturdy fellows. And when an unexpected roll of the vessel piled a jolly party and their campstools up against the rall in a miscellaneous heap they rather liked it than otherwise.

The Republic will not start till 9230 o'clock on the remaining race days, as she has no difficulty in getting to the lightship in an hour and a half. Union Square, New York.

FASHION ON THE ST. JOHNS.

SHE CARRIED THE NEW YORK YACHT CLUB

BELEGATION.

STEAMERS PRESS TOO CLOSELY.

Good order was preserved by the steamboat captains at the start, with the exception of the St.

Johns, carrying the members of the New-York
Yacht Club, which started across immediately behind the racers, cutting off their breeze and setting a bad example to the other craft. The police turns pushed their noses up among the carger steamers, and exercised moral suasion in the shape of numerous canvas signs displaying the legad:

Too Close, Please Keep Off." The skippers were good-natured over the lead which the Vigilant had obtained at the start, and good-naturedly took the police boat's hint.

Everything was right for a perfect race except the wind. Old Boreas had evidently gone to at-

His house is cleaned with Pearline. That makes house-cleaning easy. Easy for those who do it-easy for those who have it done. No hard work, no wear and tear, no turmoil and confusion, no time wasted, no tired women, no homeless men. Everything's done smoothly, quickly, quietly, and easily. Try it and see. Send Peddlers and some unscrupulous grocers will tell you "this is as good as" or "the same as Pearline," IT'S FALSE—Pearline is never peddled, and if your grocer sends you something in place of Pearline, be honest—send it back. 331 JAMES PYLE, N. Y. Brooklyn; A. L. King. of Staten Island; G. M. Wille, of East Orange; J. Alkin, of Boston; W. B. Austin, of Westerly, R. L.; C. W. Johnson and R. B. Johnson, of Holyoke, Mass.; R. B. Keene and James S. Porter, Montclair, N. J.; S. W. Jones, James McNamee, R. F. Clarke, L. S. Hoskins, of Seneca Falls, N. Y.; L. S. Hentz, W. L. Babcock, of Westerly, R. L.; A. Stein, M. Janeway, James H. Noe, F. H. Levey, W. W. Tnomas, John Hegeman, of Cranford, N. J.; W. J. Wheeler, Thomas Wilcox, John McArthur, E. C. Saunders, J. L. Austen, S. D. Wright, of Philadelphia; C. A. Brown and J. S. Decker, of Troy; H. Hampson, of Montreal; Moncure Robinson, of Philadelphia; Dr. Payne, of Bayonne; F. T. Quick, N. B. Phelps, of Oswego; F. J. Vanderbeek, F. Parsons, John De Winter, of Hoboken; R. W. Cummings, of Newark; James Gregory, Miss Julia Palmer, Colonei Stevens, of Hoboken; R. T. Dennis, C. W. Donaldson, G. Augsburg, Congressman Deborrow, Mrs. F. W. Livingstone, and Richard R. Window, travelling passenger agent of the Oid Dominion Line, who looked out for the welfare of the passengers.

READY IN CASE OF ACCIDENT. THE POLICE BOAT PREPARED FOR EMER GENCIES.

he wouldn't have done it.

now, things are different.

Where Is He Going?

Just at this time, he'd be "taking to the woods." But

Gentle reader, he is hurrying home. And it's house-

cleaning time, too-think of that! Fifteen years ago,

NO MISHAP REPORTED TO IT-INSPECTOR WILL IAMS HELPS TO KEEP THE COURSE CLEAR. With the Police Department flag flying at the forward staff, the screw steamboat Aurora left Pier A soon after 9 a. m. yesterday, and started down the Bay to the yacht race. She carried fifty policemen of the harbor squad, all trained beatmen, who had stations assigned to them on the hurri-cane deck. They stood beside four lifeboats, which were in readiness to be lowered at a moment's notice. Two liferafts were also on the hurri-cane deck, and on the other decks were life preservers attached to ropes. The police were under he command of Inspector Alexander S. Williams whose skill as a yachtsman is matched by his ability as a police official. Superintendent Byrnes had intended to be on the Aurora also, but was

kept at home by an accident.
Commissioner John McClave was on the boat. and he was accompanied by a few members of his family. It was said that Commissioners Mar-tin and Sheehan had wished to be present, but had felt obliged to go to the Democratic State Convention at Saratoga.

Police-Surgeons Cook, Dexter, Lyon, McGovern and Nammack were on the steamboat with medi-cine boxes and surgical instruments. Chief Clerk Kipp and his assistants, Messrs, Hoperaft, Har-riott, Doran and Sherman, Captains Copeland and Devery, Martin 3. Brown, and a few other persons were on the vessel also.

The police were ready to save life or to give aid to injured persons in case of an accident on the water. The Cup Committee had asked that the police should ald also in warning excursion boat out of the way of the competing yachts, and In-spector Williams kept his eyes open for signals when the Aurora got near the Sandy Hook light-His voice rang over the water with the dis tinctness of a foghorn after the race was started



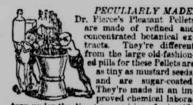
THEY WISH IT WAS OVER.

when the excursion boats kept the wind away from Aurora got within hailing distance of some offending craft. "You are too close. Keep further away."
The Aurora has three decks and not much draught and she rolled in a way that caused some of the passengers to lose interest in the yachts. Two or police surgeons, whose rurgical instruments and bandages were not needed because no accident occurred on any of the steamboats in the fleet. Policemen on the Aurora counted 1.1 steam vessels of various kinds affoat within sight of the racing yachts, and the blue water was dotted with many sailing vessels and fishing boats, which were not

Major Kipp bewailed his negligence in failing to Everybody on board went forward, and some enter- take along his bluefish tackle when a man in a fishing boat was seen to drag a large fish out of After waiting until after the Vigilant had drifted around the turning buoy, the Aurora started for the city.

---PICTURE-TAKERS ON HAND IN FORCE. On every one of the enormous fleet of excursion steamers the snap of the camera was a common and constant sound. Plates and films by the hundred were exposed, and full advantage was taken of what really good photographic light shone on instant of the race are now in the possession of amateurs, and the Society of Amateur Photographers, which had chartered the steamer Chelsea is expected to make a fine showing in the lantern slide exhibitions of the coming winter of the great drifting match, from the time the starting gun was fired until the light became too weak for shutter work.

of the day, and, as the amateurs say, "if they come out all right," there will be many fine collections as a result of the day's outing. fessional picture man was there, too, and with an eye solely to business wasted no effort on views which would not have a market value, but did get a lot which will please the artistic sense, even



Dr. Pierce's Pleasant Peliets are made of refined and concentrated botanical extracts. They're different from the large old-fashioned pills for these Fellets are as tiny as mustard seeds, and are sugar-coated. They're made in an improved chemical labora-

They're made in an improved chemical laboratory under the direct supervision of scientific men. Everything else being equal, the smaller the size of a liver pill, the more comfort. They do not shock the system, but regulate, cleanse and tone up, the liver, stomack, and bowels, in nature's own way.

They're put up in sealed glass vials, easily carried in the vest-pocket.

In Billious Disorders, Sick Hendache, Constipation, Indigestion, Dizziness, or for breaking up sudden attacks of Colds, Fevers, and Inflammation, "Pleasant Pellets" are prompt and effective in action.

Preuliar in the way they're sold, too, for they're guaranteed to give satisfaction, or your money is returned.

A certain and lasting cure, for the worst Catarrh in the Head, is guaranteed by the makers of Br. Sage's Catarrh Remedy.



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Shotine

L. B. SUTTON, New Canana, Conn. SUPERFLUOUS HAIR

Permanently removed by electricity, without pain of cutting, 20 years of JOHN H. WOODBURY, be Consultation free. 125 West 421 Send stamp for 150-page book on if they do not show the Vigilant crossing the li

THE INTEREST DOWNTOWN.

FEW BROKERS LEFT ON THE STOCK EXCHANGE-SEAFARING MEN BET.

Wall Street's interest in the Valkyrie-Vigilant contest almost robbed the Stock Exchange of attendance by brokers. A large contingent from the Street was away to witness the race and the stock market languished in consequence. Every "financial expert" who was left to idle in New-st. or lan guidly to lean over the rail of the subscribers' department in the Stock Exchange was turned for the nonce into a yachting "sharp." Jibbooms, s; nakers, water-lines and marine manocuvres w talked about to the great neglect of "puts" and "calls" and "points." The bulletins issued at from quent intervals were closely scanned on "ticker" oprinted slip and for once the news from Washing ton on the silver question was overshadowed by th advices that came from Sandy Hook.

The patriotic element was highly pleased at the early dispatches reporting the Vigilant to be in the lead and intense disappointment was felt when the race was reported to be declared off.

"Lack of wind." growled a churlish enthusiast;
"it's a pity the race can't be made in Washington
or the Senate transported to the Hook." When this
report was contradicted, fresh interest was revived in the published builetins and a new zest was adde to the situation by the news that the Valkyrie has obtained the lead. Long after the Stock Exchange closed brokers and clerks remained downtown get the latest advices, and it was with extreme re luctance that finally the idea was accepted the there was no race after all.

At the Maritime Exchange a large and enthusiastic assemblage was present from the start of the race until it was declared off. Ship owners, ca tains of vessels and others connected with the h terests of the sea were at all times thickly group in front of the bulletins, which were posted even or fifteen minutes. There was much good natured chaffing and wagers were frequent, the not heavy, between the English and Americans present. Odds fluctuated as the news was favor able to the Vigilant or to the Valkyrie.

SURGING CROWDS IN PARK ROW. THEY EAGERLY READ EVERY BULLETIN P STED -GLAD THE RACE WAS OFF.

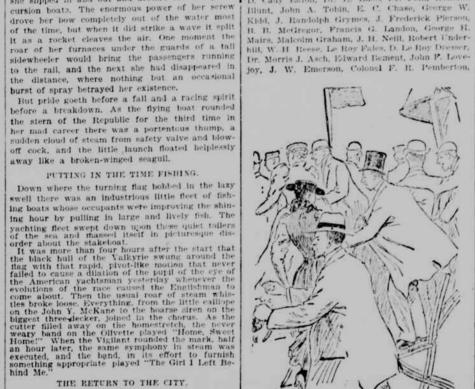
The American love of yachts and yacht racing was shown by the enormous crowds that pushed and shoved and swayed good-naturedly in front the newspaper bulletin boards yesterday, eagery waiting for each bulletin, and, as it was posted discussing earnestly the news, good or bad, that #

In front of The Tribune Building there wa continuous jam of people from the time of the start until the bulletin announcing that the race was off was posted. All sorts and descriptions of people were there, exchanging opinions with on another, and all alike interested in the questies, "Would the Vigilant beat the Valkyrie?" At first when a stray Englishman appeared he came in fa-some good-natured chaffing, but when the late bulletins came in it was the Englishman's turn When the bulletin announcing the Valkyrie to two miles in the lead was posted the crowd began to look crestfallen, and the smiles of anticip victory were changed into looks of doubt and alars "I hope it will be no race," exclaimed one man, who expressed the sentiments of all his hearers.

About 5:30 o'clock the bulletins were posted that the race was off, and with a sigh of relief the crowds rapidly melted away.

TO FOLLOW THE RACES TO MORROW. EXCURSION STEAMERS WITH THE BEST COMMODATIONS FOR PASSENGERS.

Most of the steamboats which followed the " yesterday will do so again to-morrow, and the cellent accommodations offered by most of the second time on the same boat. Among others, Cape May and Delaware Bay Navigation Company seagoing iron steamboat Republic will leave Stonington Line pler, new No. 36, North River, 9:30 o'clock. The hour has been made thirty utes later than it was yesterday, as the best speedy enough to get to the start in lots of if she leaves her pier at 9:30 o'clock. The m of passengers on board is limited. Those will find the accommodations and service all can be desired, with abundant deck room view of the race from start to finish.



James E. Hayden, F. T. Adams, C. Wickliff Yulee, bader, John P. Haines, J. S. Newberry, Blagden, Walter G. Oakman, guest of T. Barber; Randolph Hurry, Harold Sanderson, J. N. With the exhibitating sense of renewed health and strongth and internal cleanliness, which follows the use of Syrup of Figs. is unknown to the few who have not progressed beyond the old-line medicines and the cheap substitutes sometimes offered but never accepted by the substitutes sometimes offered but never accepted by the substitutes of the substitut

tend the Tammany convention at Albany, where wind is in demand, and had neglected his duties toward the yachting interests. The white wings of the racers drooped till they skimmed the water, the property of the steamers shifted uneasity along, alternately starting and stopping their wheels to keep from running too far ahead. An occasional earrier piecon whirred overhead on its way hack to the city with its message of the race's progress. The sun shone hot, and the lazy rolt of the steamers going along with one leg in the air as their hugging along with one leg in the air as thei

FINE TIME ON THE ROANOKE.

THERE WAS A LOT OF ROOM TO SPARE.

ALL THE PASSENGERS WERE WELL TAKEN CARE

Mrs. Jose de Navarro, A. Butler Duncan, Mrs. J.
R. Ecclesine, Miss Ecclesine, Miss Steers,
Miss Marcella Ecclesine, Miss Orr, Miss
Peyser, Miss Edith Draper, who was with
her flance, L. Vaughan Clark: Mrs. Clarence Cary, Mrs. Martin, Miss May Dwight Foote,
David Wolfe Bishop, Harry Alexandre, J. Lee
Tatler, A. Lanfear Notrie, Russell Landale, Richard
W. G. Welling, the Misses Welling, Alfonso de
Navarro, Barclay Ward, Colonel Daniel Appleton,
Marion Story, Mr. and Mrs. Outerbridge, Mrs.
Aquilla Rich and her pretty daughter, Miss Clara
Rich; Charles Marcks, Edward H. Bulkley, Miss
Sallie Brown, Mr. and Mrs. J. G. Wilson, Charles
the faces shall be sailed in a blow which kicks the races shall be sailed in a blow which kicks H. Minton, Duncan Elisworth, Stanley Greecan,
Maybew Bronson, Lieutenant-Commander McGlowan, of the St. Mrays; William Kent, Edwin C.
Kent, W. Irving Kent, the Rev. Prescott Evarts,
Rutherford Stuyvesant, S. Dana Greene, Jules A.

Control of the St. Mrays; Dana Greene, Jules A.

Control of the St. Mrays; Dana Greene, Jules A.

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Control of the St. Mrays; Dana Greene, Jules A.

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Control of the St. Mrays; Dana Greene, Jules A.

Control of the St. Mrays; Dana Greene, Jules A.

Control of the St. Mrays; Dana Greene, Jules A.

Control of the St. Mrays; Dana Greene, Jules A.

Control of the St. Mrays; Dana Greene, Jules A.

Control of the St. Mrays; Dana Greene, Jules A. Rutherford Stuyvesant, S. Dana Greene, Jules A. freely. The arrangements for serving lunched

Montant, Charles G. Francklyn, Miss Loving, Everybody who owned a yachting cap or glasses had them, and everybody talked learnedly D. Cady Eaton, Dr. H. Enos, Dr. Polk, Edmund on yachting topics or the weather. As a rule Blunt, John A. Tobin, E. C. Chase, George W. | those who made least confident predictions came home with the greatest reputations for wisdom. There were some, of course, who owned yachts, or were practical sailors, and these, in many instances, were the most modest in their comments.

The Roanoke arrived at the starting point, the Sandy Hook Lightship, ten or fifteen minutes before the preparatory gun was fired, and got a splen-did position among the fleet of excursion boats. prising landlubbers climbed up the shrouds. Even the bridge was invaded without remonstrance from the good-natured ship's officers. Of co everybody couldn't be absolutely pleased with his or her position. Some people will be fat or fall, and some women will wear large hats, even on a steamship, and somebody's view is sure to be

The beautiful manoeuvring of the Vigilant, by which she got over the starting line ahead of the Valkyrie, aroused much enthusiasm. Hurrahs and "Well dones" went up in a ringing cheer.

"The Vigilant leads," said the men. "We are ahead," echoed the women, and this proprietory and participatory language was generally used by them in speaking of the Vigilant. even after the American boat dropped behind. About every person on board had a distinct and different explanation of the Vigilant's mishap. The question was not finally settled until the cup defender rounded the stake, when an observant damsel exclaimed: "I know what the trouble was, The Vigilant has a great many more men on board than the Valkyrie has. It is a clear case of too many cooks spoiling the broth." The girl was pretty enough to speak with authority on any subject without fear of contradiction.

As soon as it was seen that the race could not be finished within the time allowed, the Roanoke started for this city and landed her passengers about 7:30 p. m. Arrangements have been made so that any who have bought tickets for the Roanoke for the second race, preferring to see the contest over the triangular course, can exchange their tickets so as to go, on the day of that race. Others who prefer to go to-morrow to see the first race on the tickets they have bought for the second race can do so.

Stade, F. Arnold, E. C. Dennison, E. S. Phillips Richard King, G. E. Chamberlain, S. W. Josephs H. E. Spadone, W. S. Chester, E. D. Sturges, John S. Sutphen, J. S. Decker, of Decker, Howell & Co.; E. Winslow, R. Bleecker, E. Kemp, of Lanman & Kemp; Watsen Matthews, F. M. Freeman, man & Reinj; Walson Matthews, F. M. Freeman, J. M. Wing, C. B. Peet, Thomas Sherman, G. W. Turl, T. C. Henry, W. S. Jehnson, William Row-land, C. D. Dubols, G. W. Loper, George Christall, C. F. Castle, W. H. Greenough, J. W. Grace, W. R. Grace, G. Hopkins, T. A. Vernon, Judge La-come, J. A. Leath, George K. Kirkham, H. S. Woodbury, J. T. Shaw, J. S. Dillingbeck, W. G. Parsons, G. W. Donaldson, Charles Shewan, of

Use Horsford's Acid Phosphate.

Dr. J. C. STROUD, Moorestawn, N. J., says: "1 have used it for a number of years in my practice, and

William Sutphen, W. Hayes, Fleet Surgeon N. Sargent, U. S. N.; Albert Buchmen, W. F. Casten-Slater, Stuyvesant Wainwright, Charles D. Owen, C. H. Osgood, Captain Hay, William Ballou, Daniel Edgar, William E. Pearle, C. W. Harkness, Charles Peters, E. C. Stanton, Alexander Maitland, W. H. McGill, Joseph P. Earle, G. Francklyn, Howard M. Cook, H. M. Anthony, R. Dunlap, H. Hollister, Daniel Edgar, Horace Craighead, Julien L. Myers, Heulings Lippincott, Samuel P. William J. Riker, Henry F. Lippitt, W. Barton